

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 6, 1995

*Description:* Application of Northwest Airlines, Inc., pursuant to 49 U.S.C. 4118, and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity authorizing Northwest to provide scheduled foreign air transportation of passengers, property and mail between Detroit, Michigan and Rome, Italy.

*Docket Number:* OST-95-380

*Date filed:* August 7, 1995

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 5, 1995

*Description:* Application of Grand Airways, Inc., pursuant to Section 401(d)(1) of the Act, requests permission to add an additional DC9 to its fleet.

**Paulette V. Twine,**

*Chief, Documentary Services Division.*

[FR Doc. 95-21545 Filed 8-29-95; 8:45 am]

BILLING CODE 4910-62-P

#### **Federal Aviation Administration**

[Summary Notice No. PE-95-31]

#### **Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before September 19, 1995.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-

200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on August 24, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

*Docket No.:* 22469

*Petitioner:* Parks College of Saint Louis University

*Sections of the FAR Affected:* 14 CFR appendices A, C, D, and F, part 141

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 3495, as amended, which permits Saint Louis University to train its students to a performance standard in lieu of the minimum flight experience requirements included in the above mentioned appendices. This exemption does not allow a reduction of the minimum flight experience requirements for solo cross-country flight as specified in part 141.

*Grant, July 3, 1995, Exemption No. 3495G*

*Docket No.:* 24427

*Petitioner:* United States Ultralight Association, Inc.

*Sections of the FAR Affected:* 14 CFR 103.1 (a) and (e)(1) through (e)(4)

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 4274, as amended, which permits individuals authorized by the United States Ultralight Association, Inc., to give instruction in powered ultralight vehicles that have a maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 20 U.S. gallons, are not capable of more than 75 knots calibrated airspeed at full power in level flight, and have a power-off stall speed that does not exceed 35 knots calibrated airspeed.

*Grant, July 21, 1995, Exemption No. 4274F*

*Docket No.:* 26067

*Petitioner:* SimuFlite Training International

*Sections of the FAR Affected:* 14 CFR 135.293; 135.297; 135.297; 135.299; 135.337 (a)(2) and (3) and (b)(2); 135.339 (a)(2), (b), and (c); and appendix H, part 121

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5187, as amended, which permits SimuFlite to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check pilots of part 135 certificate holders that contract with SimuFlite for training.

*Grant, July 28, 1995, Exemption No. 5187D*

*Docket No.:* 26302

*Petitioner:* FlightSafety International

*Sections of the FAR Affected:* 14 CFR 135.293; 135.297; 135.299; 135.337 (a)(2), (a)(3), and (b)(2); 135.339 (a)(2), (b), and (c); and appendix H, part 121

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5241, as amended, which permits FlightSafety International (FSI) to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilots of part 135 certificate holders that contract with FSI for training. While the extension is granted, the requested amendment to several of the existing conditions and limitations is denied.

*Partial Grant, July 28, 1995, Exemption No. 5241F*

*Docket No.:* 26847

*Petitioner:* FlightSafety International

*Sections of the FAR Affected:* 14 CFR 141.65

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5652, which permits FlightSafety International to recommend graduates of its flight instructor certification courses for flight instructor certificates (with associated ratings), without having to take the FAA written or practical tests.

*Grant, May 31, 1995, Exemption No. 5652A*

*Docket No.:* 27254

*Petitioner:* Andrews University

*Sections of the FAR Affected:* 14 CFR appendices A, C, D, and H, part 141

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5729, which permits Andrews University to train its students to a performance standard without meeting the prescribed minimum flight time requirements.

*Grant, July 21, 1995, Exemption No. 5729A*  
*Docket No.: 27801*

*Petitioner: Steven G. Albert*

*Sections of the FAR Affected: 14 CFR*  
*63.39 [requested] and 63.69*  
*[pertinent]*

*Description of Relief Sought/*

*Disposition:* To reconsider Denial of Exemption No. 5946, which would have allowed Mr. Albert to receive a turboprop class rating on an FAA-issued flight engineer certificate without being required to pass a practical test administered by the FAA or an FAA-designated examiner.

*Denial of Petition for Reconsideration,*  
*July 17, 1995, Exemption No. 5946A*

*Docket No.: 28137*

*Petitioner: Kansas Highway Patrol*

*Sections of the FAR Affected: 14 CFR*  
*91.159(a) and 91.209 (a) and (d)*

*Description of Relief Sought/*

*Disposition:* To permit the Kansas Highway Patrol to operate its fixed wing aircraft between sunset and sunrise without lighted position lights or anticollision lights, and at altitudes other than those specified in §§91.119(c) and 91.159(a) in support of law enforcement operations.

*Partial Grant, July 20, 1995, Exemption*  
*No. 6137*

*Docket No.: 28254*

*Petitioner: Spirit Airlines, Inc.*

*Sections of the FAR Affected: 14 CFR*  
*121.358*

*Description of Relief Sought/*

*Disposition:* To allow Spirit Airlines, Inc., to operate five newly acquired McDonnell Douglas DC-9-21 aircraft without windshear detection equipment, through October 15, 1995.

*Denial, July 13, 1995, Exemption No.*  
*6133*

[FR Doc. 95-2159 Filed 8-29-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Request To Amend an Approved Application To Impose and Use the Revenue From a PFC at Allentown-Bethlehem-Easton International Airport Under § 158.23 of Part 158**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Intent to Rule on request to amend an approved application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the Request to Amend an approved application to impose and use the revenue from a PFC at Allentown-Bethlehem-Easton International Airport under the provisions of the Aviation Safety and

Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before September 29, 1995.

**ADDRESSES:** Comments on this request may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. George F. Doughty, Executive Director, Lehigh-Northampton Airport Authority at Allentown-Bethlehem-Easton International Airport, 3311 Airport Road, Allentown, PA 18103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Lehigh-Northampton Authority under § 158.37(B) of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, PA 17011, (717) 975-3423. The request may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the Request to Amend an approved application to impose and use the revenue from a PFC at Allentown-Bethlehem-Easton International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 3, 1995, the FAA received the Request to Amend the application to impose and use the revenue from a PFC at Allentown-Bethlehem-Easton International Airport within the requirements of Section 158.37(b) of Part 158. The FAA will approve or disapprove the amendment no later than December 5, 1995.

The following is a brief overview of the request.

Proposed increase in the total estimated PFC revenue: From \$4,350,000 to \$8,103,400.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

Issued in Jamaica, New York on August 21, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division, Eastern Region.*

[FR Doc. 95-21530 Filed 8-29-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Minneapolis-St. Paul International Airport, Minneapolis, MN**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Minneapolis-St. Paul International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). **DATES:** Comments must be received on or before August 29, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert Vorpahl, Minneapolis-St. Paul Metropolitan Airports Commission, at the following address: Minneapolis-St. Paul Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, Minnesota 55450.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Minneapolis-St. Paul Metropolitan Airports Commission under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gordon Nelson, Program Manager, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450, (612) 725-4358. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Minneapolis-St. Paul International